

"The Most Widely Quoted Southern Newspaper."

1879. THE 1879.

ATLANTA DAILY CONSTITUTION.

We have few promises to make for the coming year, but we are confident that we will be able to give our readers a paper that will be as good as any other published in the South. We are confident that we will be able to give our readers a paper that will be as good as any other published in the South.

The managers will be pleased to receive from any of our readers suggestions for improvement, and will be glad to receive from any of our readers suggestions for improvement.

I. It prints all the news, both by mail and telegraph.

II. Its telegraphic service is faster than that of any other Georgia paper.

III. Its compilation of the news by mail is the freshest of the kind, comprising everything of interest to the public.

IV. Its editorial department is full, bright and vigorous, and its paragraphs and opinions are more widely quoted than those of any other newspaper in the South.

V. "Bill Arp," the most genial of humorists, is permitted to contribute to its columns.

VI. It is a complete news, family and agricultural journal.

VII. In addition to these, full reports of the supreme court and of the proceedings of the general assembly will be published.

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bar and people of the circuit. He is one of the most prominent lawyers of southern Georgia.

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In spite of an ambition for higher things, Mr. Blaine continues to remain the ideal demagogue of our times. Behind his talents, which are undeniable, lie his aspirations, which are not only patriotic but also the ideal of the people. He is the only man in the South who is not only a politician but also a statesman. He is the only man in the South who is not only a politician but also a statesman. He is the only man in the South who is not only a politician but also a statesman.

Dr. Joseph Medill, who resides in Chicago, and is a partisan, says the blacks in the southern states are "discontented, despised, oppressed, deprived of their political rights by intimidation and violence, and treated in much the same manner as when they were in a condition of slavery." Judge Lochrane, who lives in Georgia and knows all about the condition of the negro, and who is a thoroughly impartial witness, says that "politically the negro vote in Georgia is a solid block, and it is not to be despised."

The interview with Mr. E. H. Haiman, which was published in Tuesday's Constitution, provoked very general comment among our business men and property-holders. The old-time interest in the Georgia Western railroad was revived, and as will be seen from a recent report, the revival has begun to take practical shape. It is proper for us to say that we did not present the whole case as given by Mr. Haiman, and that he did not give us all the facts that he had upon the subject. As important as our editorial was, it is hardly necessary to say that we did not give us all the facts that he had upon the subject.

The Georgia Western railroad must be built, and the Alabama coal fields must be opened up to Atlanta. As far as Atlanta is ahead at present, and as far-fetched as the idea may seem, Atlanta may make up her mind that she will have to compete directly with Chattanooga in trying to catch the hundreds of new manufacturing enterprises that the logic of the times will drive to the south. In this competition Atlanta has all the advantages (and competent advantages they are, too), except one, and that one, unfortunately for us, lies in the very bottom of the business toward which the competition is directed. Atlanta is healthier and pleasanter—it is a better market and a better distributing point—it has the commercial supremacy and the capital—it has many natural advantages—it is 140 miles further from the coal supply than Chattanooga. This difference in distance cannot be wiped out or compensated by any reduction in freights unless the Western and Atlantic railroad can afford to carry coal for nothing, which is, of course, out of the question.

The factories at Chattanooga get coal at about one-third the cost at which it is supplied to the Atlanta coal fields. This difference in the cost of coal, competent practical manufacturers tell us, cannot be sustained by Atlanta, when even Chattanooga opposes the Atlanta factories with an equal enterprise, energy and capital. That Chattanooga will soon have these equal terms, if the present difference is allowed to stand, cannot be doubted by those who look at the matter fairly. The letter that Mr. Haiman presented yesterday from a prominent manufacturer, in which he said that while he was not prepared to meet the competition of the factories at Chattanooga, he did not feel justified in encountering the competition of the factories at Chattanooga.

It is about time for the republicans to begin to take up collections for the campaign of 1880. They will have to turn the pockets of the office-holders wrong side out. The editor of the Springfield Republican is the most hopeful man in the country. Every time the administration shakes a new bush he holds his breath with the expectation of seeing civil service reform run out from its hiding-place.

The republicans are beginning to kick in the liveliest manner because Fernando Wood proposes to introduce and press a bill to make available John Sherman's precious treasury reserve for the purpose of meeting the requirements of the pension arrears act.

"I had the honor," remarked Zachariah Chandler the other day, "of having a little something to do with the election of 1876." Zachariah is correct. His party takes great delight in honoring political corruptionists. It is quite a gay and festive organization.

We might as well say here what we have been wanting to say a long time, that among the representative journals of the south, the Nashville American is one of the best. It is edited with rare vigor and ability, and its discussion of questions of public interest is characterized by strength, dignity and thoroughness. Its news service is unequalled in the south, and it is in every respect a model journal.

now burns \$50 worth of coal per annum, would save \$50 per annum in actual cash, or more in average cases than his entire city taxes. It is fair to say that by the building of this road, nine citizens out of ten would save more in coal bills than they would pay in taxes. But the arguments for the road must draw this as we advance, and the Georgia Western road must be built, and we propose to keep the question before the people until it has been built. There is no resting in this matter until the work has been concluded.

The Negro in Politics. The political symposium, in the current number of the North American Review, to which we made brief reference yesterday, trenches upon the most important question of the present as well as of the future—the question of the negro in politics. The most thoughtful and interesting contributions to the discussion are by all odds the papers of Senator Lamar, of Mississippi, and Senator Blaine, of Maine, and each may be taken as a representative of the advanced thought of his section—with this limitation: that, whereas Mr. Blaine is merely a brilliant politician, apt to ebb and flow with the tide of northern opinion, Mr. Lamar is a student, a statesman and a philosopher—conservative in everything except the faith of his convictions.

Dismissing this subject in a series of hastily written articles in the Constitution a few weeks ago, and following the precise line of argument which Mr. Lamar has adopted in his reply to Mr. Blaine, we called attention to the fact that the leaders of republican thought—not the leaders of the party who venture into the heat and hurly-burly of practical politics—were beginning to regard negro suffrage with a distrustful eye. We even went so far as to predict that before a great while these leaders would find it convenient to make an attack upon it, rather than stand quietly by and see it controlled by the demagogues.

Mr. Blaine admits that there is a solid block of republicans not at all satisfied with the results of negro suffrage, but he makes the natural mistake of treating it as an unimportant element, and he ventures to account for the extraordinary political changes that have recently taken place in the south by embodying in what was intended to be a statesmanlike discussion, the old, old charges of outrage and intimidation. The southern states, he says, "have striven to achieve by indirect and unlawful means what they cannot achieve directly and lawfully. They have, so far as possible, made negro suffrage a curse to the white man."

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characteristics of Julian Hartridge to have succeeded in attaching to him, as the republican side of the coin, the reputation of a Georgia representative saying to this man who had known only a few months: "I really love you each other. Promise me never to leave me." "I really love you each other. Promise me never to leave me." "I really love you each other. Promise me never to leave me."

DEACON MCKEE, of the St. Louis Globe-Democrat, has a personal interest in the success of Grant. He wants to have a pardon handed the next time he breaks into jail.

WELSH, who is supposed to represent the republican party at the court of St. James, is a man of great energy and ability. He is a man of great energy and ability. He is a man of great energy and ability.

After all, John Sherman will do good service if he can succeed in putting an end to Grantism in this country. Nothing would be nicer than to have John as the republican candidate for president.

Mr. WHITEHEAD, who is a young man, has written an article on political cryptograms for the North American Review. We have not seen the article, but it is to be hoped it has given an explanation as to how he substituted the word "watch" for "wretched" in one of the most important of the telegrams. What we want is his opinion as an expert.

The constabulary and militia of Kentucky are watching still-houses for the purpose of capturing outlaws.

MADAME BURNETT appears to have discovered that the old man was more than a singer than as a husband. This is another warning to the sex on this side. Never mind the imported goods, but if a woman can't get to support anybody let them choose from people of their acquaintance.

Mr. STEWART's unknown admirers who stole his remains have not yet been discovered. The offer of a reward seems to have had no effect upon them. With all his vaults, they love him still.

The South Carolina papers are making a great deal of the fact that the Georgia Western railroad must be built, and the Alabama coal fields must be opened up to Atlanta. As far as Atlanta is ahead at present, and as far-fetched as the idea may seem, Atlanta may make up her mind that she will have to compete directly with Chattanooga in trying to catch the hundreds of new manufacturing enterprises that the logic of the times will drive to the south.

With admirable tact and temper, Mr. Lamar uses Mr. Blaine's own premises to upset his conclusions. Admitting that the enfranchisement was a political necessity, he points to the fact that a large portion of the colored vote is cast with the democratic party to prove that the ballot in the hands of the colored man has had the effect of educating him is free to use to advance and protect his own interests as well as the interests of those with whom his whole future is bound up. Mr. Blaine can only base his argument that the negroes, left to themselves, would vote to sustain the republican party upon the assumption that he has not only not been educated by the ballot, but that it is absolutely unqualified to exercise the rights of citizenship. Logic leaves him no resource.

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formed about General Sherman, and regard him as next to Grant. But they have no knowledge of the many petty leaders on the republican side who figure in the debates of the senate, or congress, or as state governors. Lincoln and Grant are about all they know.

The Eloquence of a Swashbuckler. Chicago Times. A bill for the admission of Georgia was under discussion in the senate June 25, 1870, and John A. Logan, then of Illinois, said, in the course of one of the grandest flights of human eloquence: "Now, sir, when a state asks for admission into this union the first thing decided is whether it is entitled to be admitted. If it is not, it is not admitted. If it is not, it is not admitted. If it is not, it is not admitted."

What this country really seems to stand in need of is a law to prohibit the election of more than fifteen demagogues to any one congress.

The Detroit Free Press accuses the legislature of Maine of having passed a law of office in the Belfast custom-house. That's an unexpected exercise of state rights.

Mary Anderson, chess queen, but she does it in a tragic intensity and artistic dramatic action that is scarcely equalled by any other chess player in this country.

It is a great pity that a fellow was observed to kiss his girl four times in the street. Snacks

Continent.
General Agent for Georgia.
FERTILIZERS, SEEDS, ETC.
R."
PHOSPHATE.
ATLANTA, GEORGIA.
SOLUBLE AND NON-SOLUBLE
OF POPULAR FERTILIZERS. AGENTS
FOR Field and Flower Seeds. Plant Root Grower
AND CIRCULARS AND PRICE LISTS.

BEAT KENNESAW ROUTE
VIA
Western and Atlantic Railroad.
and after Sunday, February 9th, 1879,
the Daily Passenger trains will
be run as follows:

THE FAST MAIL TRAIN NORTH.

New York	2:45 p m
Washington	10:30 a m
Philadelphia	11:30 p m
New York	2:45 p m

THE FAST MAIL TRAIN SOUTH.

New York	10:00 p m
Washington	7:00 a m
Philadelphia	12:30 p m

19 Hours from New York to Atlanta.

Omnesbus runs daily between New Orleans, Montgomery, via Atlanta to Washington, change, connecting closely at Washington, Atlanta and New York, coaches for New York change.

Police Cars leave New York Daily, close connection at Washington with New Orleans, Montgomery, New York.

Omnesbus Route is the only line offering regular arrangements.

EXPRESS MAIL TRAIN
Close connection at Chattanooga
and all points West

EXPRESS TRAIN NORTH
Atlanta at 6:25 a. m.
Makes close connection for Rome and all
Virginia and Tennessee points. Also
for Chattanooga for all points West.

EXPRESS TRAIN SOUTH
Atlanta at 10:15 a. m.
Connection from all points West. Also
for Virginia and Tennessee points.

ATLANTA EXPRESS NORTH
Atlanta at 11:35 p. m.

ATLANTA EXPRESS SOUTH
Atlanta at 5:45 a. m.

INTERVILLE ACCOMMODATION
NORTH
Atlanta daily (except Sunday): 4:23 p. m.
Chattanooga at 6:39 p. m.

INTERVILLE ACCOMMODATION
SOUTH
Chattanooga daily (except Sunday): 6:25 a. m.
Atlanta at 9:10 a. m.

As to rates, etc., furnished upon
R. W. WERNY,
 General Passenger Agent,
**ALBANY AND CHARLOTTE AIR-
 LINE Railway.**
 NEW YORK BY Atlanta Time.)
 As in effect January 1st, 1919.
**ALBANY AND PASSENGER TRAINS, EAST
 WARD.**

Time of Departure	Time of Arrival	Stops
5.30 a. m.	5.30 p. m.	Albany, Atlanta.
5.30	5.37	At Lula, Georgia, with the Northeastern Rail- road for Maxwell, Gillsville, Harpers- burg, and Athens, Ga.
5.40	7.11	At Toccoa, with Elberton Air-Line Railroad for Marietta, Lovell, Bowersville, Royston, Rowman and Elberton.
5.47	8.26	At Athens with the Florida Railroad for Tallahassee.

10.00 At Greenville, S. C.
 with the Greenville and
 Columbia Railroad,
 Williamston, Belton,
 Houda, Rich, Due West,
 Hodges, Cayce, York,
 Abbeville, C. H., Green-
 wood, Ninety-six, New-
 berry, Abston and Cum-
 bria.
 11.35 At Spartanburg, with
 the Spartanburg, Union
 and Columbia Railroad
 for Union, Santeeck, All-
 an and Columbia, and
 the Spartanburg and
 Abbeville Railroad, for
 Tryon City, Milford,
 Safford, Columbia, con-
 necting here with stages
 for Flat Rock, Henderson,
 Warm Springs, N. C.
 12.32 At Gaston, Asheville and

At Charlotte, with Chesapeake and Potomac Eastern Railroad, for Washington, for Dulles and Potomac River, for Yorkville and Chester.

At Charlotte, with the Carolina Central Railroad, for Myrtle, for Wadesboro, Rockingham, Hamlet, Lumberton, Lincolnton, Shelby, Wilmington, and intermediate points.

With Atlantic Tennessee and Ohio Railroad for Knoxville, for Nashville, for Hickory, for Newton, Marietta, Henry's and Fort.

At Junction (Charlotte) Air-Line with the Richmond and Jacksonville Railroad, for all points North, East and West, and for Virginia Springs.

At Greensboro, with

Division North
 Carolina Railroad for
 Company Shops, Hills-
 boro, Durham, Raleigh,
 Goldsboro, Kinston,
 Newbern and Beau-
 fort, and a steam
 branch Railroad for
 Salomon and Winston.
 PASSENGER TRAINS, WEST
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...ct Offices through-
...OREACRE, G. M.
...P. A.

GEORGIA,
PARTMENT,
February 1, 1879.

REMY BANKING IN-
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...Cadieux, of their
...last day of Decem-
...be transmitted to
...arts department.

H. COLQUITT,
 Governor.
 Department.
Ministry.
 Washington, D. C.
 YOUNG LADIES
 Terms moderate.
 LIPSOMB,
 Principal
 COURT PLEURY
 Courts, Success
 Advice free.
 New York.

